



National Maritime Day 2006 And the Maritime Matters Campaign

**By Susan Clark
Office of Congressional and Public Affairs**

As plans take shape for National Maritime Day 2006 in the District of Columbia and around the United States, organizations whose mission it is to promote the American maritime industry are realizing that recent news events have presented the industry an unprecedented opportunity.

Many ports, as well as various other maritime organizations, including all 52 chapters of The Propeller Club of the United States, are planning observances for National Maritime Day, which is May 22. Those events are listed on a nationwide calendar on the MARAD website (www.marad.dot.gov).

The effort to raise the profile of National Maritime Day is part of an ongoing campaign called Maritime Matters, a joint effort of MARAD, American Association of Port Authorities, U.S. Army Corps of Engineers, Waterways Council, Inc., The Propeller Club of the United States, National Waterways Conference, Inc., National Oceanic and Atmospheric Administration and other maritime organizations. Information kits about the maritime industry also are available on the MARAD website.

Left to Right: MARAD ships Diamond State, Sirius and Wright in the Port of New Orleans after Hurricane Katrina.

Photo by Brian Blower



National Maritime Day events in the District will include a medals ceremony in the courtyard of the U.S. Department of Transportation Headquarters. Merchant mariners will be honored for their outstanding work in Hurricanes Katrina and Rita recovery and relief efforts on the Gulf Coast. A National Maritime Day mass will be celebrated at St. Dominic Church by Cardinal Theodore McCarrick. A wreath laying ceremony will be conducted at the Military Sealift Command Headquarters. Details on these events also are available on MARAD's website.

Ahead of the Curve

**By Elvira May
Office of Congressional and Public Affairs**

The maritime industry is reaching a mandated schedule ahead of time. It is accomplishing its goal to build double-hull tankers at a faster pace than anticipated; thereby, increasing the protection of the marine environment.

The stage was set in 1989 with the grounding of the oil tanker *Exxon Valdez* in Prince William Sound, Alaska. It dramatically illustrated the need to phase out single-hulled tankers to minimize the danger to the marine environment. In response to the spill, Congress introduced the Oil Pollution Act of 1990 (OPA 90), which was unanimously passed by the 101st Congress and signed into law in August 1990. OPA 90 serves to address the safety and protection of the marine environment and the operational makeup of the marine-oil-transportation industry.

One provision of the legislation requires that all tank vessels built after 1994 coming into United States ports have double hulls to prevent any spill from occurring when the hull is breached within the cargo block. In addition, OPA 90 requires that non-double-hull-tank vessels built before 1995 be phased out of U.S. trades by 2015. While this may seem like a difficult challenge, it is a challenge the maritime industry enthusiastically embraces.

Today, approximately 69 percent of the world tanker fleet have double hulls. If new double-hull vessels replace existing single-hull vessels, about 95 percent of the world fleet will have double hulls by 2010. That's five years ahead of schedule and a very impressive accomplishment.

Since the passage of OPA 90, significant changes have occurred in U.S.-tank-vessel fleets and trades. For example, 64 large double-hull barges were added to the U.S.-tank-vessel fleet. The new barges are part of articulated tug/barge units (ATB's), which are faster, more maneuverable and more seaworthy than traditional tug/barges. In fact, the productivity of large coastal-tank barges (metric ton-miles/DWT) has increased by nine percent over the last ten years.

Today, there are 49 new coastal-tank barges on order. These ATB's will replace the remaining large single-hull-tank barges in the coastal fleet and further enhance the productivity of the year-end 2005 fleet.

As of year-end 2005, there were 108 (1.8 million DWT) tank barges of 10,000 DWT or greater available for operation in U.S. coastal trades. Seventy-seven of the barges have double hulls, up from fourteen 10 years earlier.



OPA 90 compliant double-hull tanker.

Photo courtesy of Maersk

Clearly, OPA 90 is a comprehensive piece of legislation that sets a clear statement of public policy for marine environmental protection. It is truly a legislative success story.

For more information on tank vessels and tank barges, please contact MARAD's Office of Data and Economic Analysis at (202) 366-2267, Fax: (202) 366-8886, E-mail: data.marad@dot.gov or visit the web site at http://www.marad.dot.gov/marad_statistics/.

TEXAS CLIPPER II GETS A NEW LIFE... AGAIN!

By Susan Clark
Office of Congressional and Public Affairs



The Texas Clipper II

Photo courtesy of Texas Maritime Academy

The *Texas Clipper II* began its life at sea as a U.S. Navy ship, had a distinguished career as a training vessel, was towed from the Beaumont, Texas, Reserve Fleet for hurricane recovery work in Lake Charles, La., and is now being refitted to ship out to sea again. This time, the ship will be known as the *Pacific Collector*, and will support the Department of Defense's Missile Defense Agency.

The *Pacific Collector* will carry telemetry equipment to support missile flight tests from remote areas with little or no test infrastructure. Most of its work will be done in the Pacific Ocean, and the ship will be homeported in the San Francisco Bay area.

The ship was launched as the USNS *Chauvenet* in 1970, and was the Navy's first ship specially designed to support coastal hydrographic surveys.

In 1996, the Maritime Administration took title to the ship, renamed it the *Texas Clipper II* and had it refitted as a training ship, delivering it to the Texas Maritime Academy in 1996.

The *Texas Clipper II* was retired in 2005 to the National Defense Reserve Fleet in Beaumont months before it was needed to house Hurricane Rita recovery workers and evacuees in Lake Charles. The *Texas Clipper II* was relieved of its FEMA mission in early March, and arrived at the shipyard for conversion work on March 18, 2006.

James River Reserve Fleet Completes First Dredging Project Of the Boat Basin and Entrance Channel in More Than 30 Years

**By Martin Walker
James River Reserve Fleet**

Every day, the channel between the fleet and MARAD's James River Reserve Fleet (JRRF) facility serves as a conduit for people and equipment servicing the fleet. Stretching over half a mile from the pier to the main river, the entrance channel and boat basin are vital to operations. Without the use of the channel, the extra distance to the nearest port would add an additional two hours to each round trip to the fleet. However, silting over the past 37 years caused the channel to become too shallow for the larger craft to enter without the risk of grounding.

Dredging displaces the silt and mud that accumulates on the river bottom, but the dredging process can pose a hazard to the environment unless done properly, which is why the process is heavily regulated.

Since the last time dredging was done at the basin in the late 1960's, many environmental laws and regulations affecting dredging have been put into place. The JRRF and South Atlantic Region (SAR) began the dredging permit process several years ago. After extensive studies, sediment testing and public comment periods, permits from both the Virginia Department of Environmental Quality (VDEQ) and Virginia Marine Resources Commission (VMR) were granted in the fall of 2005.

Obtaining the required dredging permits, although important, was only one step in the process. Contracting, mobilizing equipment and the actual dredging also can be a time-consuming process. Unfortunately, it was feared that the dredging could impact the migration of some of the James River's fish if it were to continue any later than March 31, and therefore needed to be completed before that date. Working with the U.S. Army Corps of Engineers (USACOE), MARAD completed the contracting process and awarded the contract in less than 60 days to ensure that the dredging could finish before the March deadline imposed by the VMR permit.

Dredging began in early February 2006, with the goal of removing nearly 200,000 cubic yards of material from the channel bottom. To

put that into perspective, that amount of material would be equal to an area the size of a football field and the height of a 10-story building. To ensure the material is safely removed and preserve water quality, the dredge pumped the material through 15,000 feet of pipeline to an above-ground storage area. The project increased the channel depth to 13 feet deep by 100 feet wide, which will now allow the largest of the JRRF fleet craft to enter the boat basin.

The success of this project was the result of teamwork on the part of the JRRF, SAR, USACOE and the dredging contractor. Without the



Dredger with Unit 4 of the "Ghost Fleet" in the background at the James River Reserve Fleet.

Photo by Martin Walker

hard work of all involved, the project would not have gotten started, and would certainly not have been completed on time. The completion of the dredging project will ensure that the JRRF facility can remain safely navigable and a valuable resource for many years to come.

MARAD Update

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Publisher
Julie Nelson

Managing Editor
Susan Clark

Editor
Ella Thomas